

percent), 16 projected at LOS E or F (14 percent). Five crossroad segments each in Cumberland and Johnston Counties are projected to operate at LOS E or F, with three so rated in Nash County, two in Harnett County and one in Robeson County.

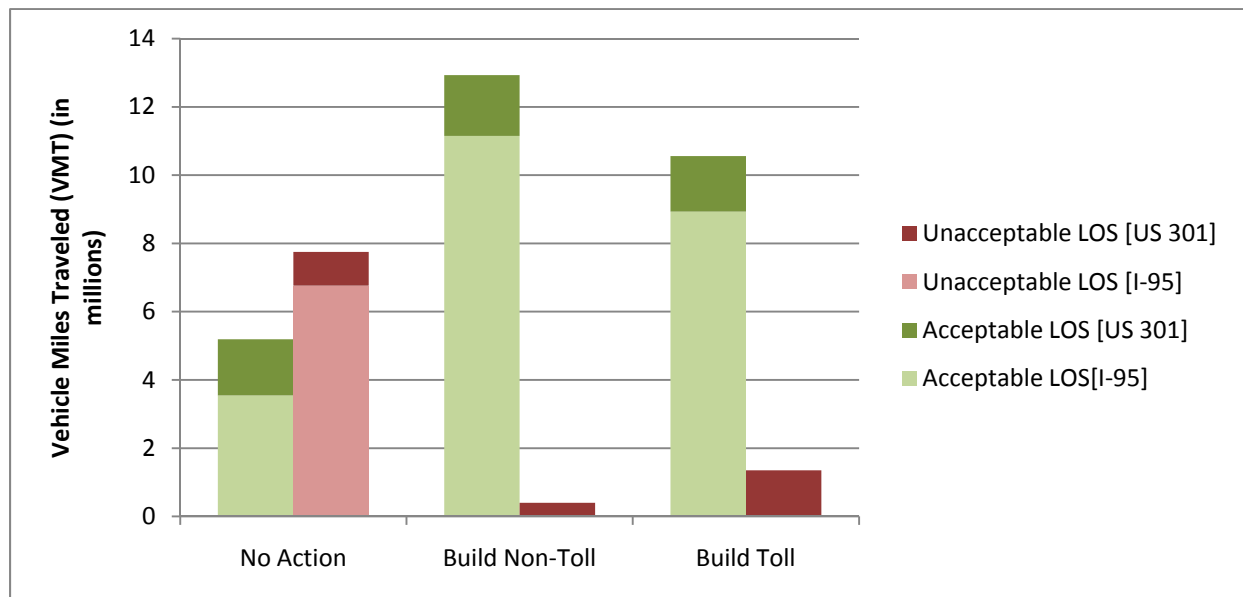
As mentioned previously, US 301 may act as an alternative route to I-95 as it parallels the corridor within North Carolina except from Exit 10 to Exit 22 where the two facilities run on same alignment. According to the LOS analysis for US 301 and US 301 Bypass for year 2040, the majority of the alternative route segments are projected to experience good traffic operations. The analysis of the 182 miles of US 301 and US 301 Bypass showed that approximately 67 miles are projected to operate at LOS C or better (37 percent), 54 miles projected at LOS D (30 percent), and 61 miles projected at LOS E or F (33 percent). The most congested sections of the alternative route are in the vicinity of Fayetteville, Smithfield/Selma and Wilson.

1.6.6 Comparison of Anticipated Traffic Operating Conditions

This section provides a comparison of the projected design year 2040 traffic operations between the No Action Alternative and the Build Toll and Build Non-Toll Scenarios.

I-95/US 301 LOS Comparison. A comparison of the aggregate levels of service on I-95 and US 301 for the No Action Alternative, Build Non-Toll Scenario, and Build Toll Scenario based on vehicle miles traveled (VMT) for the I-95 mainline and US 301 and US 301 Bypass alternative route is presented in **Exhibit 1-1**. For the No Action Alternative, 40 percent of the total VMT would operate under acceptable LOS conditions, which is considered LOS A to LOS D for US 301 and for I-95 LOS C or better in rural areas and LOS D or better in urban areas. In comparison, for the Build Non-Toll and Build Toll Scenarios, 97 percent and 89 percent, respectively, of the total VMT would operate under acceptable LOS conditions.

Exhibit 1-1: Comparison of Vehicle Miles Traveled by LOS



Source: *Design Year Traffic Operations Technical Memorandum* (December 2011)